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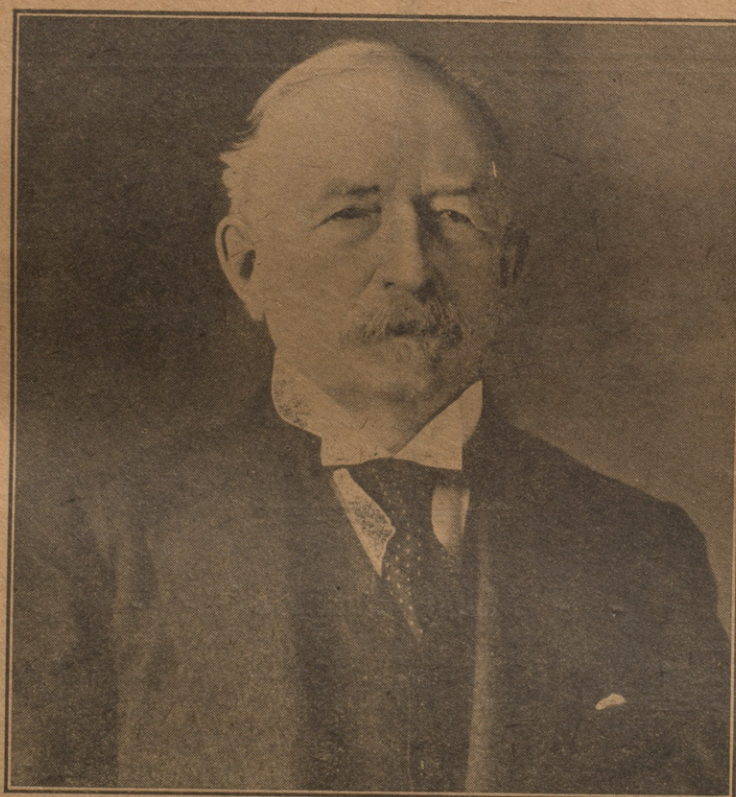
THE CANADIAN RAILROADER

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LORD SHAUGHNESSY,
whose plan offered for a solution of National Rail-
way troubles has created tremendous interest
throughout the country. The plan is given in full
on another page.



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Elijah Progress Stumbles On a Strange Discovery

By KENNEDY CRONE

ELIJAH PROGRESS, a mild sort of person who meant very well, sought an interview with the Board of Directors of Community, Inc. He took off his hat, adjusted his spectacles and bowed timidly to the switchboard girl in the outer office. A card on the counter said that her name was "Information."

"Miss Information, my dear," he said, "would you be good enough to tell me if the Chief Clerk to the Assistant of the third Secretary to the Ninth Vice-President can be seen?"

"Fairly well," she answered, pausing in her labor on a cushion cover with blue roses growing on sticks of pink dandelion. "His right eye is bunged up, as he was at one of them cabaret riots last night, but otherwise he is mainly visible, Marmaduke. An' can that 'dearie' stuff. It don't fizz on me. I'm not that kind of a girl, an', besides, you look like a cheap skate, anyway."

Progress thought of saying something about a desert island and the only female in the world, but his natural mildness checked him, and he said, instead:

"I would like very much to have a few words with the gentleman. Would you please send in my card?"

"Nuthin' doin'," replied the girl. "He's terrible busy. His wife is trimmin' him to a finish on the 'phone just now, an' he has stacks an' stacks of letters an' deputations. Call back around 1926."

"But, really," persisted Progress, "I have pressing business with the Board, and I have only one short life to get past all the Secretaries and Vice-Presidents. Community, Inc., has need of my plan. It will benefit all of us, you included. I admit that I am not a commercial expert—F.O.B. might mean 'Feed Our Babies' for all I know, though I guess it hardly means that—and I think, rather, in the inexact coinage of humanity. Knowing, however, that

the question of whether my plan will pay handsome dividends on the cold cash invested is an important one with the Board, I have had it financially examined to the last point in decimals by a bookkeeper friend of mine who breathes icicles with figures on them."

"Aw, hire a hall!" quoth the girl. "I guess you think we've got nuthin' to do around here but listen to nuts. I believe you're a dirty hypocrite, an' I shouldn't be talkin' to you. What's the game?"

"The game?" echoed Progress.

"Yep, the game. What graft are you gettin' on this grand idea of yours. Who's slippin' you the mazuma on the side? Beat it!"

"But, my dear—"

"Beat it! If you feel like it, come around in 1963."

Progress went slowly downstairs, feeling more heated than he had felt for some time. He censured himself for getting out of hand; he was sure it wasn't right of him to think unkindly of anyone. But he only got hotter and hotter. It was a shocking condition to be in. He tried to count ten, but only got up to six, and then suddenly ran into the lane at the back of the office building and heaved a brick through the president's window on the second storey. Almost immediately a cold chill ran through him; he hoped he had not hurt anybody.

The President's head popped out through the broken pane and a flustered President demanded:

"Who threw that brick?"

"I did," said Progress. "I'm sorry in a way, but I can't patiently wait a thousand years to see you, you know."

"It's all right," said the President. "My private door is the second on the left from the main office. I'm glad to see you. Come on up!"

Pool Canadian Railroads Into One Big System

LORD SHAUGHNESSY'S SUGGESTED REMEDY FOR GRAVE PROBLEM—OPERATION BY C.P.R. UNDER CONTRACT—DEFICITS OVERCOME BY ECONOMIES

Lord Shaughnessy has prepared and given to the public his personal view of the railway problem in Canada, prefacing his statement with the following letter addressed to the Prime Minister:

Montreal, April 6th, 1921.

Dear Mr. Meighen,—National railway affairs are, I am sure, to you a source of constant anxiety. To my mind the railway question, involving, as it does such an enormous draft on the annual revenue of the country with no prospect of any improvement in the near future, is the most momentous problem before our country at this time.

I fear very much that the Grand Trunk transaction will prove disappointing and expensive, and if it were my case I would go a long way to secure the consent of the Grand Trunk shareholders to the abrogation of the statutory contract.

I am enclosing a memorandum giving in rough outline my opinion as to the only process through which the atmosphere can be cleared. Some people, whether they believe it or not, will find in my suggestions a selfish desire on the part of the Canadian Pacific to control the railway situation. The Canadian Pacific bogey has served its turn on every occasion in the past thirty-five years, when schemes were being promoted with disregard of the cost to the country.

The Canadian Pacific has no fish to fry, and I am not sure that my plan would be viewed with favor by the executive, the directors or the shareholders. Everybody connected with the company would prefer to see its status undisturbed, but it is impossible to accept with equanimity a situation which makes a demand on the public treasury of about \$200,000 per day, without any compensating advantage, if there be any possibility of improving it.

My memorandum, as you will observe, merely brings up to date on very much the same lines a similar paper that I prepared about the end of 1917 and sent to Sir Robert Borden. He feared, I imagine, that as my plan would apparently create a Canadian Pacific monopoly in transportation it would not be acceptable to the country. Even if there were foundation for that theory at the time, the current of events since 1917 may have resulted in a decided change of sentiment.

I am submitting the memorandum to you with the best intentions in the world for such consideration as you may think it deserves.

Yours very truly,

(Sgd.) SHAUGHNESSY.

Rt. Hon. Arthur Meighen, P.C.
Premier, Ottawa, Ont.

ONE NATIONAL SYSTEM Lord Shaughnessy's Plan for Canadian Railways

In 1917 I prepared a memorandum analyzing the railway situation in Canada as it then existed and suggesting a plan of dealing with it, which I read to our directors and subsequently forwarded to Sir Robert Borden for the consideration of himself and his Cabinet. Evidently my views did not appeal to the Government nor to the advisers from whom the Government at that time received its inspiration on railway affairs.

Meantime, conditions have substantially changed. Capital ex-

penditures of considerable amount that might have been avoided have been incurred, and the deficits resulting from the operation of the weaker lines have increased by leaps and bounds, so that the suggestions contained in the memorandum of 1917 would not now be available.

It was not my purpose then, nor is it now, to discuss the railway policy of successive Governments, federal and provincial, during the past thirty-five years. In most cases the legislation defining the policy received the approval of the electorate at the polls, and therefore if serious and expensive blunders were made we should be prepared to pocket our chagrin and foot the bills with equanimity. We have, however, the obligation to try to discover and develop plans that may serve to relieve the Canadian people from some part of the distressing and dangerous financial results now in evidence and which threaten the future.

Canada has now about 40,000 miles of railway lines. Of the lines included in this mileage approximately 37 per cent. earn annually sufficient money to pay all interest charges and to give a return on the share capital; 54 per cent. fail to earn enough to pay their working expenses and are consequently operated at a loss; and 9 per cent. earn interest on some of their major securities but have nothing to apply as dividend on the share capital.

Grand Trunk System.

Included in the last mentioned is the Grand Trunk Railway System, which is international in character, owning or controlling important railways in the United States with termini at Chicago, Portland and elsewhere. Serving considerable portions of the Provinces of Ontario and Quebec, the Grand Trunk System enjoys a substantial volume of Canadian traffic, but its international business yields the greater part of its gross revenue. Relieved of the handicap that was imposed by the Grand Trunk Pacific the parent company should, in normal times, be in a position to pay the annual interest on most of its securities that take precedence of the common stock, but a return on the common stock would appear to be exceedingly remote in any circumstances. This railway system is, however, of national importance, and it would be unfortunate from our Canadian standpoint if, hampered by the methods and ambitions of previous managements, the company should be kept in a state of embarrassment and should be prevented from carrying out plans for increased efficiency and economy. It would be still more unfortunate if by any process the Grand Trunk should be placed in a position that would have the effect of destroying, either on sentimental grounds or others, the movement through Canada of international traffic to and from its feeders in United States territory.

Even at this advanced stage it would be wise for the Dominion Government to drop all measures looking to the acquisition or control of the Grand Trunk, to relieve that company of all obligations in connection with the Grand Trunk Pacific and to grant easy terms covering a period of years for the

repayment of any amounts advanced by the Government to the Grand Trunk or secured on the credit of the Government in the last two years.

The Transcontinental Line.

The National Transcontinental-Grand Trunk Pacific scheme of a line from Moncton to Prince Rupert was a deplorable blunder in its inception and execution. Doubtless the Grand Trunk objected to the line from Cochrane east and only yielded under pressure, but the eastern and western termini of the line having been once determined, the Government was, I know, guided by the advice and wishes of the Grand Trunk management of that day in fixing the location and standard of construction. It was pointed out that four-tenths grades and light curvature would make for economical operation, because of the increased weight of the train that could be hauled over the line by a single engine. The theory was all right, but the basic essential was ignored. The traffic was not available and would not be available for a long period of time to furnish loads for these heavy trains, and therefore the advantages could not be utilized unless the practice were pursued of holding traffic until a sufficient amount was accumulated, with the consequent delay and expense and the dissatisfaction of patrons. A railway quite sufficient for any traffic likely to develop for many years could have been built in less than half the time and at a saving of 50 per cent. to 60 per cent. in cost, and as business increased and revenue improved the requisite changes to meet new demands could be carried out, as in the case of the Canadian Pacific.

Recognizing the National Transcontinental portion of the route as a national incubus the Borden Government soon after coming into power relieved the Grand Trunk Company from financial responsibility with reference to it, and the burden fell on the country.

Grand Trunk Pacific.

The extravagantly constructed Grand Trunk Pacific with its terminal at Prince Rupert proved a most disappointing enterprise, because over most of the route there was no traffic to yield revenue sufficient to meet the interest charges on its mandatory securities, or, indeed, to cover the cost of maintenance and operation, meantime these interest charges, as well as any operating deficits, had to be met at regularly recurring periods, and the Grand Trunk Company could not have shouldered the burden without incurring financial disaster.

It was apparent that in the circumstances it would be necessary for the Dominion Government to give relief even to the extent of taking over the Grand Trunk Pacific. This was finally determined upon, but coupled with it was the decision of the Dominion Government to acquire the Grand Trunk Railway System as well. Clearly this was a mistake, as all the advantages that would result to the Grand Trunk Pacific and other portions of the Canadian National Railways could have been secured by a traffic agreement.

By its Grand Trunk policy the Government is unnecessarily adding to its burdens, and the Grand Trunk System, as I have stated before, would now and hereafter be a much greater asset to Canada if privately owned and operated than it can possibly be if merged into the National System.

While the transfer of the Grand Trunk Pacific to the Government of Canada and the consequent relief of the Grand Trunk Railway Company would appear to be a judicious transaction, it is not without its justification, because when

the Dominion Government was framing its policy with reference to the route and character of the line the objections and, indeed, dangers of the policy were frequently pointed out to the Government by those who had the requisite knowledge of the country and the technical experience to entitle their opinion and advice to more consideration than they received. The Government cannot escape its share of the blame.

The Canadian Northern.

The Canadian Northern System was by over-expansion made a hopeless business proposition. Without wishing to criticize the policy pursued by the company it is evident that the future of the property was founded on the assumption that the prosperity and expansion which Canada enjoyed for a period of eight or ten years would continue indefinitely, and the mileage of the system was increased year by year until the annual interest charges of the company reached a sum out of all proportion to present or prospective revenue. Had the promoters confined themselves to the territory between Lake Superior and Edmonton their venture would have been of advantage to the country and profitable to themselves, but their exploits east of Port Arthur and west of Edmonton were untimely and disastrous. It became clear that the company must collapse unless kept alive by very large grants from the public treasury. For this there could be no justification, and the only other alternatives for the Government were to permit default and liquidation or to take the property over under the terms of the Act of 1914. The Dominion Government, having become a partner in the enterprise by accepting 40 per cent. of the share capital at a cost to the country of \$57,000,000 in subsidies and guarantees, and being guarantor of the company's securities to a large amount, default and a receivership would have had their disadvantages. While it is probable that in the circumstances the country's interests were best served by the acquisition of the property, it strikes one that the legislation relating to the transaction would have been the subject of less criticism had provision been made for the payment of a very substantial honorarium to the men who had devoted nearly twenty years of their lives to the establishment and development of the enterprise instead of the creation of a tribunal to determine the value of something that in the minds of the large section of the public was valueless.

With the ownership or control of the Intercolonial, National Transcontinental, Canadian Northern, and Grand Trunk Pacific lines vested in the Dominion Government, the Canadian people are now the proprietors of about 17,000 miles of railway, with a capital investment of say \$850,000,000, and an annual interest charge of something like \$34,000,000. In the annual interest charges nothing is included for the Intercolonial and Prince Edward Island Railways, because these have been with us for so long a period as unproductive and expensive property, nor for the National Transcontinental absorbed in the Consolidated Fund.

There is no rolling stock equipment nor are there terminal yards, freight facilities, repair shops or other requirements commensurate with a system of this magnitude, and the cost of providing them will be very great indeed.

Operating Revenues.

According to the brief return submitted to Parliament a few days ago, the operating revenue of the Canadian National Railways, including the Grand Trunk Pacific, for the year 1920, was as follows: From passengers, \$23,713,834; from freight, \$90,982,832. The train mileage re-

quired to earn this money was as follows: Passenger trains, 13,322,587 miles; freight trains, 24,485,286 miles. In the same period Canadian Pacific earned from passengers \$49,125,738; and from carriage of freight, \$145,303,399; with passenger train mileage 20,538,038, and freight train mileage 26,281,627.

It will be gathered from these figures that the train mileage on the Canadian National System is out of all proportion to the revenue, taking the Canadian Pacific as a standard. Were it possible to effect a reduction in train mileage on the National System to make the ratio of train miles to earnings same as that on the Canadian Pacific, the saving in transportation alone would represent upwards of \$22,000,000 per annum. This, however, is out of the question, because, while there might be a substantial shrinkage of train mileage without serious public inconvenience, the great mileage of the National System to be served and the limited traffic available prevent a proper relation between traffic and train miles.

It is to be observed, however, that the Canadian Pacific handled traffic representing revenue 71 per cent. in excess of the Canadian National, with an additional cost of transportation of only 13 per cent. This is accounted for to some extent by the greater expense per train mile for transport on the National System. In this unit of operating expenses there would have been a saving of about \$6,500,000 if the Canadian Pacific basis had been reached.

Maintenance Costs.

Maintenance of way and structures cost the Canadian National about \$43,000,000 for 17,000 miles of railway, or an average of \$2,520 per mile. On the same account the Canadian Pacific expended \$32,574,000 on 13,402 miles of railway, an average of about \$2,430 per mile. Doubtless considerable expense was involved in bringing to a higher standard main lines of the National System that had been permitted to run down, but so large a percentage of the system consists of unimportant branches with light traffic where maintenance charges should be comparatively low that the average for the whole system would appear to be rather excessive. If it be assumed that destroyed and obsolete cars and locomotives were replaced in accordance with the Canadian Pacific practice, the expenditure for maintenance of equipment was not excessive based on the Canadian Pacific average cost in the same year per locomotive and per car. Taking into account the extent of the System, the traffic and general expense of the Canadian National Railways are not excessive.

If the very large annual deficit resulting from the operation of these lines is to be reduced it must come either from a substantial increase in revenue from traffic or a shrinkage in the cost of operating.

If immigration and settlement are not restricted by legislation or other conditions, there will in the ordinary course of events be a continuing growth of traffic, but at best this growth is apt to be slow and quite insufficient to make any important impression on the annual results for some years to come.

Meanwhile the Canadian people will be compelled year after year to raise, by taxation, sufficient money to meet the appalling annual deficits, unless by some process the cost of the maintenance and operation of the National Lines can be brought to much lower figures. This, however, would not appear to be practicable, as the National System engaged in competition for traffic with another very strong railway company would be at serious disadvantage unless in train service, equipment and in other respects it

offered the public facilities approaching those obtainable elsewhere.

Reduction of Rates.

I have made no reference to the economies that will result from a revision of the schedule of wages and working conditions, which are on a fictitious basis and must be amended, because concurrent with this will be a reduction in the rates for the carriage of commodities that are essential if the country's basic industries are to be stimulated or indeed kept alive.

The situation is a serious one and almost hopeless unless some plan can be devised that will promptly and effectively bring to this National Railway System additional financial strength and sustenance.

With but one set of shareholders, the Canadian Pacific Railway Company is really two separate entities. The shareholders have their railways constituting the Canadian system of over 14,000 miles, with Lake, River and Pacific Coast Steamship Lines, express and other accessories whose income is included in last year's total of \$216,000,000, and the net revenue of \$33,000,000. And then they have their other assets that are dealt with in a separate account, consisting of their ownership in railway companies in the United States that are under separate management but that interchange traffic with the Company at the frontier, the ocean steamship lines, lands still owned and payments accruing on lands already sold, mining and other interests, in all representing a substantial sum from which revenue is derived to supplement the distribution to the shareholders from the proceeds of the railway operations.

If by some arrangement with the Company these assets could be segregated and the railway property added to the Government System that I have just described, the System would comprise 31,000 miles of railway with a considerable amount of parallel lines unimportant or useless.

Price to be Paid C. P. R.

The consideration to be given the shareholders of the Canadian Pacific Railway Company in exchange for the properties above defined would, I imagine, be in the nature of an undertaking by the Government of Canada to pay to the shareholders in perpetuity a fixed annual dividend on the share capital, to be supplemented by a further payment when the whole property was yielding a specified return.

The extraneous assets of the Canadian Pacific would be transferred to and administered by Trustees or by a subsidiary Company with another Board of Directors, so that the Directors of the Railway Company would be interested only in the administration of the trust placed in their hands by the people of Canada. There would be no motive for selfishness, if such a thing were possible in the circumstances. The income on their shares being fixed and unchangeable, excepting as above provided, the Canadian Pacific shareholders could receive no advantage from preferential treatment given to any particular portion of the Railway System. The Directorate would have every incentive for wise, prudent and business-like administration.

Of course there are many details that would have to be worked out, but it is not necessary to refer to them here.

Now, having brought these properties together, we are faced with the most serious problem of all, namely, that of administration and operation. Political management would be impossible, because among other reasons policy and management must have the elements of continuity and could not be changed with each change of Government without ruinous results. While I have great

regard for the opinion of my friends, Sir Henry Drayton and Mr. Acworth, I do not agree that their plan of management would eliminate the danger of political interference, because it could be changed at any session of Parliament. My suggestion would be that if an agreement with the Canadian Pacific Railway Company on the lines that I have indicated were found feasible, that Company would be used under the terms of a contract approaching perpetuity in its duration to administer and operate the whole property for account of the Canadian people. I mention the Canadian Pacific because the magnitude, scope and variety of its operations compel a comprehensive organization, and this could be supplemented by judicious selections from the staffs of the other companies to meet the demands of the larger work.

Savings to be Effected.

On the returns for the year 1920, the gross earnings of the combined system would be \$342,283,000 and the operating expenses \$345,973,000, a deficit in operation of approximately \$3,700,000. The annual fixed charges of the whole system, including the dividend on Canadian Pacific Preference Stock, would be \$47,490,000, or a total deficit of about \$51,190,000.

Essential expenditures on capital account from time to time will tend to swell these charges, but by the addition of the Canadian Pacific with its ample rolling stock equipment, its splendid terminals and other facilities, in the use of which the whole system would participate, important expenditures which could not be avoided in other circumstances would be rendered unnecessary.

To this amount of \$51,190,000 per annum, of course it would be necessary to add the guaranteed dividend on Canadian Pacific common stock hereafter to be determined, but if we set aside an estimated amount for that purpose the total deficit, including everything, would be approximately \$80,000,000. In the light of these figures present conditions would not be improved, but then we must take into account the saving that would result from the consolidation by the elimination of unnecessary train service and of duplicate work at important terminals and at other points; the restriction of maintenance work on unnecessary duplicate lines; the decrease in general as well as traffic and agency expenditures; the common use of cars and locomotives, reducing to a minimum capital expenditures on that account with greater economy in the maintenance of equipment and the stoppage of outlay in many other directions.

In 1920 the operating cost of the combined system was about 101 per cent. of the gross earnings. The Canadian Pacific cost was 84.7 per cent. of its gross earnings. If the average for the combined system could be brought to the Canadian Pacific level it would represent a saving in the cost of operating of about \$56,000,000 per annum. There would still be a deficit of \$24,000,000 per annum, but for a number of reasons

1920 was an expensive year and see no reason why the operating ratio should not be brought as low as 80 per cent. at most, which would reduce the total deficit to eleven or twelve million dollars. To catch up with this a growing volume of traffic would have to be relied upon, but with immigration settlement and development this should come in gradual stages, and the saving to the country in the meantime would be very large.

In connection with these transportation matters there are sure to be miscalculations and disappointments, but the consolidation that I have outlined above would appear to be the most logical and economical policy.

Besides the National Railways, Canada would then have an International group consisting of the Grand Trunk, Canada Southern, Toronto, Hamilton & Buffalo, and Pere Marquette Railways of 4,600 miles, and other lines of local or provincial character. These latter lines may well be left to work out their own salvation, and if they require aid, the provinces, having been relieved of their major liabilities under their guarantees, can well afford to give it.

I am not giving expression to these views as chairman, director or shareholder of the Canadian Pacific Railway Company, and it is quite possible that neither my fellow-directors nor the shareholders would be in accord. The Canadian Pacific, with its low capitalization and capacity for securing and handling a vast volume of traffic, should as time passes yield a larger return to its owners than at any time in the past. Indeed, about this there is little room for doubt, but with a satisfactory annual dividend guaranteed in perpetuity by the Canadian Government the shareholders could probably be induced to forego their speculative benefits, as their shares would then have the security and stability of Government bonds.

It is my sole purpose to assist if I can in the solution of what is beyond doubt the most serious and menacing problem that faces our country, and to frankly outline the policy that I would adopt and carry out. I effect if the responsibility were upon me to act as the representative and trustee of the Canadian people in safeguarding the present and future railway transportation interests of the Dominion, and in endeavoring to stop, or at any rate minimize the vast demands on the treasury and the credit of the country that are pretty sure to be made yearly if the present policy is continued.

Quebec city hears rumors that the Canadian Government is about to turn over the Intercolonial Railway to the C. P. R. for operation.

About 1,500 employees of West Toronto packing houses are on strike rather than accept a 12½ per cent. cut in wages.

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Industrial Harmony and the Whitley Councils

(From Our Own Correspondent).

Glasgow.

ARE we getting any nearer the so-much desired industrial harmony? Where is the remedy to be sought? Inasmuch as practically the whole world has been impoverished by reasons of the war, it would seem that we shall all have to work more and spend less in order to overtake arrears of production and restore our prosperity. But, if retrenchment and even sacrifice are called for, surely all should shoulder their share of the burden.

Workers are not likely to listen to arguments for reduced wages unless there is a guarantee of reduced prices and reduced profits, and these are aspects of industry in which the workers as yet have no voice. In whatever form, ways and means

must be devised to establish mutual confidence and to promote a community of interest between all sections engaged in industry.



James Gibson

Of course such a proposition will be ridiculed by both the reactionary type of employer and the extremists in the ranks of labor. The first is puffed up with a sense of his power. He can afford to wait.

Starvation and Injustice.

He knows that though a strike or lock-out would spell temporary loss to him, it would ere long spell starvation and capitulation for his workmen, to say nothing of depleting their Unions' funds.

He might therefore even welcome such an opportunity to strengthen his ascendancy. But injustice bears within it the seeds of revolt, and driving men to starvation may prove a highly perilous form of playing with fire.

Upon the other side are fanatics who will accept nothing short of the complete demolition of the capitalist system and the expropriation of all existing interests therein.

To such, co-partnership is a delusion and a snare; Whitleyism is of the devil.

We must, however, remember that, whatever may be the demerits of the capitalist system, it is the growth of centuries, and our whole industrial fabric is based upon it.

Solving Particular Problems.

No cut-and-dried schemes are of any use at this juncture. Our industries are too varied and their organisation too complex to admit of general treatment.

The obvious first step is that each industry shall itself endeavor to work out the solution of its own particular problems.

This was the principle underlying the Whitley Committee's Report submitted a few days ago, and ignored or rejected by most of the interests concerned, though working happily in several industries.

If the plans for forming joint bodies of employers and employed, which were then put forward as recommendations, were made compulsory, there would be provided at least opportunity for the various sections concerned in each industry to come together in conference, in the works in the district and in the National Industrial Councils. The various interests might or might not blend harmoniously.

Only the most fatuous optimist would expect so happy a result to come quickly or easily. The prospects of success would depend upon two things in particular; first, the measure of good-will and genuine desire to pull together; second, the degree of statesmanship possessed by those taking leading parts on either side.

The Non-Manual Workers.

It is upon some such lines that the various organizations of the non-manual workers have been working but with little degree of success. The employers have, in most cases, while improving conditions, viewed with suspicion the combination of their clerks or commercial staffs.

Recognition has not been granted and Whitley Councils denied the employees.

When a rupture was threatened and a crisis reached such as with the Scottish Bankers' Association and the Guild of Insurance Officials the Ministry of Labor was powerless to bring the parties together.

It is felt that the time has come for the middle class worker to awaken to his duties and responsibilities. These duties cannot be discharged by blindly taking sides, but by an intelligent realization of the true position and its possibilities.

The urgent need of society to-day is a new perspective. We are told that the old system is dead.

Some employers ardently believe in its resurrection; some workers seek to replace it by disastrous experiments.

We are offered the alternative of revolution or reaction. But the old system is not dead; there is emerging from it, not the fanciful dream of the theorist but a brighter semblance of itself, the old system purged of its defects.

Worker and Employer.

The non-manual worker the brain workers, the middle-class man, call him by what name you like, is going to take his part in bringing about the new conditions and helping towards industrial harmony for the good of all.

One is tempted to ask the question as to what are to be functions

of these new organizations springing into life on every side?

They have a direct relation to the intimate questions of salary and working conditions.

Their fundamental idea is the idea of self-preservation.

But they go farther than that.

Serious as are the grievances of the middle-class worker, he is not of the type that organizes upon grievances. There has never been a time when such grievances did not exist.

Yet organization has been long in coming. Attempts at organization of course there were, but they were based upon the assumption of an innate hostility between worker and employer, and could not appeal to men who completely rejected this assumption.

Sense of Responsibility.

The conditions produced by the war, by joining economic pressure to a growing sense of responsibility, have given life and direction to the movement.

The primary need is the organization of the moderate forces of the country. With the organization of the Salarial the whole labor problem imperceptibly changed.

The truth is that without his own volition the clerical worker is being thrust into a position of the highest strategical importance.

Yet at the very outset there is the danger of his emulating others in their mistakes.

Although the Salarial believes that its own interests coincide with the interests of the employer, yet the reaction following the employers misguided policy has led the Salarial to trifle with dangerous theories.

Ignorance and prejudice is the cause of the class war.

Let employers and workers alike face the facts boldly, and strive for some common ground where the capitalist and the worker join in a relation of real partnership.

The latest returns show that organized non-manual workers are now well over one million and this growing power is being added to every week.

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Application of the Golden Rule in Business

(From the Labor Review, U. S. Department of Labor).

A STRICT and literal application of the Golden Rule in the relations between employer and workers has been found in a large wholesale tailoring establishment in the Middle West, that of Mr. Nash of Cincinnati. So closely is this old principle, laid down 1900 years ago, followed in this plant that, according to a communication to the Bureau from the management, while strikes and lowered production and high prices characterized industry in 1919 and the first half of 1920, this company experienced no strikes, increased its production over 1,000 per cent., and manufactured to order suits and overcoats to retail at from \$16.50 to \$29.

Later, when the clothing industry became somewhat depressed, orders were cancelled, factories closed, and price-cutting was practiced, this company during the first half of 1920 did \$81,000 worth more business than it did in 1919, and during the month of June, 1920, did a business equal to the entire year 1918.

In July and August, considered a dull season for the wholesale tailoring business, the business of this company was only \$12,000 less than their biggest month's business notwithstanding the fact that the entire factory force was given a week's vacation.

This result the management ascribes to the literal application of the Golden Rule, which "is really functioning and not being camouflaged," and has led to a condition where "our employees have at all times outdone the management in its application."

The Divine Law.

The Golden Rule is the divine law governing human relationships, accepted by all religions and proclaimed by all prophets and teachers of every creed. It is the only inflexible, workable, industrial and economic law in the universe to-day.

I do not say it has solved all labor troubles in our factory; nay, it has done more, it has eliminated all labor troubles during the most trying industrial period of the world's history. I do not say it has driven out hatred, strife and selfishness; it has done more, it has ushered in love, contentment, co-operation, and happiness; it has not only cast out hell, but has brought heaven to us.

In July, 1919, the company moved into larger quarters while a strike was in progress in the industry, and at once increased its working force 600 per cent. and its production over 1,000 per cent., the additional workers being brought in by the employees themselves who told their friends of the desirable working conditions and wages existing as a result of the Golden Rule plan.

Following this increase a profit-sharing scheme was proposed by the management but the employees refused to accept it, stating that they were willing to leave to the management the matter of figuring out what they could pay as a weekly wage.

Increasing Prosperity.

Several wage increases were made in 1919, none of which was made as the result of demands or in concert with the market, but each was based on the increase in production.

At the end of 1919, in spite of the wage advances, the company found itself with a net profit of \$42,000, on an investment of \$60,000.

"The actual condition at that time," states the management, "was that we were paying bigger wages, selling our product for less money, and making a greater profit than any of our associates in business." The workers were told of the large profits.

"We felt greatly chagrined, because it is our belief that this is an unjustifiable profit to make off of the labor of others; we frankly told our help so."

To absorb this large sum another increase in wages ranging from 10 to 20 per cent. was put into effect.

Under changed conditions, with a greatly increased force, it was found to be almost impossible to figure what each worker was producing and so the profit-sharing basis of arriving at a just wage scale was again proposed to the workers and unanimously accepted.

Golden Rule by Employees.

Under this profit-sharing plan profits were to be divided twice each year upon the basis of earnings. Quite to the surprise of the president of the company, under stimulation of the Golden Rule the employees a few days after the adoption of the plan laid upon his desk the following petition signed by men and women earning more than \$60 a week:

"Realizing that the company is using every effort to be truly just and democratic, and realizing that in making the final adjustment of wages on the profit-sharing basis a very large share of this final payment, as at present intended, would go to those making big wages, and heartily agreeing with the management that it is not just that the lion's share of the profits should go to any individual, or small group of individuals, we, the undersigned, all of whom are drawing a weekly wage of over sixty dollars (\$60), do hereby petition the management of the company to distribute the workers' share of profits, which is to be distributed July 1, 1920, on the basis of time worked instead of on the basis of wages drawn.

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"This will give those making the smaller wage an equal dividend with those making the larger one, and we believe is not only needed by them, but is just and in keeping with the policy of our company. We are sure this will be appreciated by all the help."

This petition meant, comments the president of the company, that the highly paid help, who under the plan as adopted would have received six or seven times as much as the old employees or the beginners, a result which they felt was not fair under the Golden Rule principle, had voluntarily asked that all should receive the same dividend—a dividend based on time worked rather than on earnings. When the first dividend was distributed every employee received a little over \$3.50 for each week's work.

Honesty in Business.

As to the increased volume of business during the period of stagnation and price cutting, the president of the company makes the following comment:

"When we decided to make the Golden Rule our governing law it

was impressed upon every mind that doing to others as we would be done by did not simply mean employer and employee, but mean each customer on our books as well; it meant that every garment we sold must be of a standard that we would be willing to accept, and sold at a price that we would be willing to pay if we were in the customer's place; it meant that our help saw behind each other a fellow human being whom they wanted to deal with as they would want to be dealt with.

"It was an honest effort at applying the Golden Rule that fixed our prices during the 1919 orgy of high prices and profiteering.

"The long-suffering public was conscious of these facts and while others were losing the confidence of the public we were gaining their confidence, so that when the time came that the public went on a non-buying strike we were no more affected by that strike than we were when the laborers went on a strike, because in applying the Golden Rule, dealing justly with the public, we had won their confidence in the same way we had won the confidence of our employees."

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GEORGE PIERCE, Editor

KENNEDY CRONE, Managing Editor

A Mad World

DEAR God, how incredible it is that there should be found any class of Britons so dead to human consideration, so steeped in narrow, unintelligent, inhuman selfishness, as to be willing to victimize forty millions of their fellow beings, bring them to want and tribulations, imperil the whole future of their country and their own prosperity for a stubborn idea involving at best a few shillings a week in actual material gain, to grasp for themselves an illusive, untried advantage—and an advantage probably to be made worthless through their own mad greed, their own inscrutable logic? What can be think of men so dastardly, so incredibly cruel?"

Thus the Los Angeles Times in a recent editorial on the British coal strike. There was a column and a quarter of the same wild declamation and worked-up emotion.

I do not propose at this time to devote much energy to an examination of the inscrutable logic of the Los Angeles Times further than to remark in passing that I rather fear the heroic efforts of this veracious newspaper to rouse public indignation over the mad greed of men out for a few shillings a week is doomed to failure in view of the large measure of more imposing knavery than meantime stalks unrepentant through the world—in other words the doings of the class whose interests the Los Angeles Times is out to protect. In the whole editorial the term "mine owners" does not appear once, but the old, old trick is played of trying to make the issue one between the miners and the nation.

The case, however, really does become somewhat inscrutable when, on examining the facts soberly, we find that what the miners are demanding, aside from their mad greed for a few shillings, is nationalization of the mines. So that we are confronted with a truly Gilbertian situation in which the miners say to the nation: "These minerals are yours—they belong to the nation. Why don't you take them and have them worked for the benefit of all?" To which the nation is to be understood as replying: "You jolly well leave these minerals in the possession of a handful of Dukes and other persons who 'own' them. Don't bother me with questions about how they got them. They have them, and there is nothing better in sight than to leave them in their possession. Hasn't the good David Lloyd George made that plain to all of us? You get down and dig and be thankful." A mad world, my masters—growing madder all the time.

An interesting sidelight on the psychology of editorial writers is to be observed in the call of the Los Angeles Times on a higher

power. This indicates great mental stress. The same phenomenon is noticeable occasionally in the columns of the Montreal Gazette which resorts, when the times become critical, to a loud and incoherent piety that is no doubt very effective with the rank and file and must be calculated to make the average newspaper reader glow all over and exclaim: "Fine fellows! See how true feeling and sentiment come gushing from their very souls at the doings of these wretches of the labor world!"

How many men "own" the coal mines of Britain? Is it one hundred or five hundred or five thousand? I do not find any enlightenment on this point in any of our large dailies—only an inscrutable silence. The Los Angeles Times says that there are "perhaps five million" strikers and their dependants. So that the issue is really between five millions and—a handful. It is all very strange and very sad, too, to see poor Demos, egged on by the astute little coteries so effectively concealed in the smoke screens of our privately-owned newspapers, taking off his coat to fight the very men who are asking that he should take charge of his own property and be master in his own house. A mad world, my masters—getting madder every day.

—George Daniels.

ARE we going to have hard times? Some prophets say we are. Not long ago the prophets told us we were going to have a better world after the war. It is not a better world, but it might have been. The prophets saw what could have transpired if the people had wanted it. And the same is true of their vision of bad times—we can have them if we want them; we are not compelled to have economic distress unless we want it.

The Movie Menace

IF THE industry (motion pictures) is to endure, if decent peoples are to stay in the business, this cancer (the vicious picture) must be cut out. A federal regulatory commission should prove a fearless surgeon, and we therefore favor such a commission."

This statement was made recently—according to the Twentieth Century Quarterly of Washington, D.C.—by the attorneys of several movie picture organizations, including the Paramount Pictures Corporation, the Famous Players Film Company, the Jesse L. Lasky Feature Play Company, the World Film Corporation and the Equitable Motion Pictures Corporation. The opinions of such corporations and also of prominent people were taken on the problem of how the motion picture is to be saved "from the sex undertow." Practically all those in the business put the onus on the public. Thus the president of the Universal Film Manufacturing Company, declares that he published a straight-from-the-shoulder talk asking the exhibitors of America whether they preferred wholesome pictures, or "smutty" ones. "Instead of finding that 95 per cent. favored clean pictures," he says, "I discovered that at least half, and maybe sixty per cent., want the pictures to be 'risque,' which is a French way or saying 'smutty.' The Universal does not pose as a guardian of public morals or public taste. For that reason it is quite possible that we may put out a picture that is off-color now and then as a feeler. We have no such picture yet, but it is easy to make them."

It is evident then that the manufacturers are ready to meet the demands of the public whatever may be wanted, and the question then arises, who shall step in and prevent this demoralization of a great entertainment industry? Moving picture censor boards seem to have proved a failure, their tendency being to strain at a gnat and swallow a camel, to rule out a slight reflection upon a church or a constituted authority, but to allow an objectionable bedroom scene to go through. This sex lure is becoming more subtle in its appeal, states another president of a film company. "Children everywhere are receiving more education in feminine anatomy, and in other phases of manners and morals, than adult humans formerly received in a lifetime."

The Hon. Mrs. Ralph Smith, of Vancouver, the first woman member of a Canadian cabinet, when speaking in Montreal recently before the Canadian Club, scored the movies as being associated with the production of vice and crime in children and older people. "If the movies do not improve, do not go to them" was her advice; but unfortunately a very large proportion of movie show patrons are the young and irresponsible folk who are not actuated by anything but their own impulses and tastes. What is to be done with them? Practically every social reform body which ever holds an annual meeting is saying something

must be done to stop the connection between movies and juvenile crime; yet they all stop at action. Is it not possible to give corporate expression to this sentiment? Would it not be possible for some of these bodies to attend a moving picture show, take their notes and prosecute, or, more effectively, create a disturbance in the show? In this matter it is now time to act rather than to talk.

—Caedmon.

THE CANADIAN RAILROADER is a carrier and interpreter of the news and views of the common people.

P. R. and British Constitution

(From the Ottawa Citizen.)

AMONG the criticisms that are now being advanced in Canada against Proportional Representation is one that originates in Toronto, to the effect that P. R. is opposed to the principles of British democracy and, further, that it is a direct attack upon the British constitution.

Such an argument was advanced by the Duke of Wellington in 1820, while he was prime minister, against the abolition of the "rotten boroughs" in Great Britain. "But how," he cried, "can the King's government be carried on?"

But the rotten boroughs were abolished and the King's government survived the operation.

Such an argument was advanced by Gladstone, Shaftesbury and Russel in 1866 against the proposal to abolish open voting.

But in 1872 open voting was abolished, and the benefit of such a course is no longer open to question.

If it should be true that the attempt to secure the fair representation of political parties in parliament is an attack on the constitution, then gentlemen in Toronto show far more solicitude for the safety of the Empire than has been evinced by the House of Lords, which has most consistently supported P. R. ever since it was first seriously considered in connection with the Home Rule bill of 1914.

The first vote on the question of P. R. for British parliamentary elections, which was proposed in the Representation of the People bill, was taken in the House of Commons on June 12, 1917, and was defeated by only 148 votes to 141.

The bill without the P. R. clauses then passed to the House of Lords, where on January 22, 1918, an amendment restoring P. R. was carried by 131 votes to 42.

The P. R. clauses were ultimately rejected but, up to the last the Lords voted overwhelmingly in favor of their retention, and in fact did succeed in having P. R. applied to the university constituencies at the general election of 1918.

It was the House of Lords that originated the Municipal Representation P. R. bill, (1914); and both Houses of Parliament passed the bill applying P. R. to the Irish municipal and county council elections, and to the school board elections in Scotland.

It was a member of the House of Lords, the Earl of Selborne, who, in a letter to the "Times," February 19, 1919, pointed out the danger to the constitution that lurks in the present electoral system. He wrote in part as follows:

"At the last general election the Labor party polled in contested seats in Great Britain 2,292,102 votes. This poll entitled them to 120 seats in respect of the contested constituencies alone, but the total number of seats they obtained in contested and uncontested constituencies was 59. The result is that the Labor party know that they are not fairly represented in the House of Commons, and many of their leaders, whose presence they consider essential to the proper consideration of their business, have failed to obtain seats in the House. The consequence is that they look less and less to the House of Commons as the place where the questions which interest them can be properly considered and dealt with, and that there is an ever-increasing tendency to deal with these questions outside of parliament. This fact is fraught with danger."

Shortly after these words were written the extreme radical wing of the British Labor party, the Direct Actionists they are called, in despair at the failure of constitutional methods, succeeded in creating the Council of Action, which has been described by Mr. J. H. Thomas, M.P., president of the British Trades Union Congress, as "a challenge to the British constitution."

Mr. J. R. Clynes, M.P., a moderate Labor leader, has warned the government of the waning confidence of Labor in parliamentary institutions, and has suggested the antidote. "It is clear,"

he states, "that proportional representation would help to increase confidence in representative institutions; and as that confidence is being shaken by election results on existing lines, it is in the national interest that proportional representation should meet with greater support."

The advice of such men as Mr. Clynes, however, has not yet been taken.

The P. R. bill was recently defeated on its third reading in the House of Commons; and it is significant that that item of news was figured on the same front pages that bore the information that the coal strike in Great Britain was likely at any moment to develop into a complete tie-up of all industry.

P. R. is still often slightly referred to as a freak experiment. But if once the nation loses confidence in the House of Commons as a true reflection of the opinion of the people, then we are involuntarily launched on a sea of experiment more radical than P. R., the issue of which no one yet sees.

"I believe," Lord Selborne has stated, "that proportional representation is going to become one of the sheet anchors of the constitution, one of our greatest safeguards for the continuance of a democratic government under a parliamentary system."



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What British Miners Want

"Nationalization of Mines," by Frank Hodges. New York: Thomas Seltzer, Inc.

ONE who wishes nowadays to find statesmanship in the discussion of industrial problems is compelled to resort to the writings of the spokesmen of labor. It is here that the problems are treated in their more general relations.

How much of a commodity the nation as a whole needs and at what price it can be supplied and paid for; how the wastes in production can be done away with and the excessive charges of distribution reduced; how the incentive to do his best can be restored to the worker: these are among the subjects vital to the public interests that the labor authorities are treating.

Sporadically similar subjects are handled well by persons not connected with the labor movement, as for example by Mr. Hoover and the engineering societies. But as a rule the spokesmen of capital are confining themselves to the threshing of old straw—the sanctity and adequacy of private initiative and the dangers of paternalism, the beneficence of the tendencies towards equilibrium in economic life, etc.

Just compare the difference in quality between the arguments advanced by the Amalgamated Clothing Workers and those of their opponents. The former are those of men living in our time, intensely aware of contemporary circumstances. The latter are the voice of a neglected tomb.

Secretary of the Federation.

In the list of works in the excellent tradition of the labor school one of the best is this book by Frank Hodges, secretary of the Miners' Federation. It is brief, straightforward and all to the point.

It would deserve wide study even if nothing had happened to give it the quality of timeliness. With the coal strike on, the book is invaluable.

Nothing else available to the general reader gives so clear a view of what the miners are fighting for.

The book gives a sketch of the conditions under which coal is produced and consumed, brief, but adequate to the purpose of showing that the present system is intolerably wasteful and anti-social.

It is something of a novelty in practical literature that the spokesman for a group whose interest lies in the increase in the demand for coal should stand staunchly for economy in the consumption of coal. But Mr. Hodges views the coal industry as a public service. The public requires a certain quantity of heat and power.

To meet this requirement over a million men must toil underground or at the pit's mouth, incurring risks to life and limb that are among the gravest in modern industry.

The coal put on the market is after all the material embodiment of

the miners' labor and deprivation and not a little of their blood.

Coal is Wasted.

Should it be wasted in antiquated heating and power plants? Mr. Hodges feels that this waste is more criminal than a mere waste of money that burdens the consumer with unnecessary costs.

If it could be assumed that the industry, with all its present wastefulness, were steadily improving, it might be the part of wisdom to let it alone. But the industry is plainly deteriorating.

"There has been a general decline in technique, a decline in the physical means for production, a decline in machinery, in rolling stock, and in the character of the underground workings."

The only factors which do not exhibit deterioration are profits and money wages.

Profits have been rising with irregular persistence, from \$58,500,000 in 1889-93 to \$177,500,000 in 1918, or from 33 cents per ton in 1889-93 to 79 cents in 1918.

Wages have risen from an average of \$290 a year to \$795 a year.

Increased earnings for both labor and capital, combined with reduction in output per unit of labor and of capital, suggest what is happening to the consumer.

And since the chief consumer is the industry and trade by which all England lives it is time something should be done about the matter.

The Proposed Solution.

The solution proposed by Mr. Hodges is nationalization, the taking over of the mines with fair compensation to the owners and their operation as a unified system of public service, a sort of trust with the nation as the sole stockholder.

The industry would not be run bureaucratically, like the Post Office, but by a mining council, half elected by the miners and half in open Parliament, to represent the interests of the other industries and of domestic consumers.

This council would work through a Minister of Mines to secure concentration of responsibility and a co-ordination of mining with the general national interest.

The chief benefits from such a reorganization of industry would be two-fold.

In the first place the waste and inconvenience of the present haphazard scheme would sooner or later be done away with.

Mines could be laid out and equipped in pursuance of a far-sighted plan of national development.

The handling of the whole coal supply as a unit would inevitably force the concentration of organizing ability upon economy in the generation of power, upon the utilization of by-products.

In the second place and most important of all this reorganization would give the mine laborer the sense of dignity and responsibility

essential to his best performance.

As matters stand he is invited to produce his maximum: thereby he will increase profits in the first instance; later, perhaps, wages will rise, or coal prices to the consumer will fall, perhaps.

Under the nationalization plan of Mr. Hodges, no potential profiteer would stand between the miner and the consumer, to put a moral brake upon every impulse toward increased effort.—Alvin Johnson, in the New Republic.

Canadian Woolens and Consolidated Smelting are two of the latest concerns to "pass" their common dividends.

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Work and Wages for the Unemployed

By Royal Meeker, United States Commissioner of Labor States).

UNEMPLOYMENT is the only purely industrial hazard. It is far and away the most disastrously costly of all hazards. It is the one about which we know least, and in regard to which we have done almost nothing. The people of the United States have given almost no attention to the business of directing workmen to employment.

We have done nothing at all to furnish employment to the unemployed in dull times on public works, highways, harbor improvements, public buildings, and other construction work for the community. Yet such work has to be done, and it is perfectly practicable to arrange to have these works constructed during dull seasons and in times of depression, so as to relieve the stress of slack work and unemployment in such periods. The policy of pushing public construction work during the dull season and in times of depression is no new proposition. The experiment has been tried abroad and has worked successfully.

In this country, however, when unemployed workmen have clamored for work, we have pointed out to them our stupendous resources, our marvellous economic genius, the majestic magnitude of our industries, and the tremendous velocity of our progress, and we have said, "No man who really wants work need be idle." Long sophomoric essays have been written to prove that the only idle people in our unprecedentedly prosperous country are those who will not work. How otherwise could be explained the numbers of idle men and women in the midst of our plenteous prosperity?

In recent years we have begun to distrust this simple explanation of unemployment. The laboring men and women of the country are insisting loudly upon their right to work and earn food, raiment, and shelter for their bodies, as a substitute for the privilege of receiving these indispensable goods as uncertain doles bestowed by the hands of professional philanthropists in the name of organized charity. Who can blame the workers for preferring wages above alms?

Bread and Circuses.

Our legislatures have been very slow to recognize the existence of unemployment in our country. When they have recognized it, they have made no attempt to measure its magnitude or deal with it intelligently or effectively.

Our efforts to deal with unemployment are still mainly confined to handing out bread and soup indiscriminately to all comers. The Romans dispensed bread and circuses to their unemployed. We have substituted soup for circuses. That has been thus far our contribution

toward the ultimate solution of the problem of unemployment.

Whether we have improved upon the Roman formula for the treatment of the unemployed may be determined only by a careful statistical study of the relative merits of the Roman circus and of the American soup dispensed to the unemployed.

Some of the States and the Federal Government have set up systems of employment offices to bring together the "jobless man" and the "manless job." It has often been asserted that these offices can not create work for the unemployed. Their work, however, has exactly the same effect if they bring an unemployed man into a job that would have remained unoccupied without their efforts.

A public employment office, even a very inefficient one, is a recognition on the part of the public of a solemn, tragic fact and of a great fundamental principle—the fact of unemployment and the principle of public responsibility therefor. These public offices should be vigorously supported by the people until they have driven all competing, profiteering private employment offices out of existence.

Opportunity of Work.

The unemployed who want work should be given the opportunity to do productive work through employment offices; the unemployed who want to live and loaf at the expense of the industrious should be made to work on farm colonies and in penal institutions. The trouble with our public employment offices is the trouble which afflicts many if not most of our institutions. We have recognized the principle and defaulted in the interest. Our people are not willing to give of their time and effort to bring and keep the offices up to a high standard of efficiency.

The United States has no hereditary governing classes; the business of government falls upon the masses. Class government, of the classes, by the classes, and for the classes is relatively simple and easy to effect. There is nothing more difficult than to bring to pass mass government, of the people, by the people, and for the people. The American people are an ingenious and an ingenuous people. We have done more to substitute automatic machinery and devices for men and brains than any other people on earth.

Whenever we see a man working at a steady job we want to devise a machine to take his place. We yearn for perpetual motion, social, political, economic, religious, spiritual, and physical. We want devices which, when once set going, will go on forever, requiring no further attention or intelligent effort on our part. We elect legislatures which enact statutes making it unlawful to

do wrong, and we go on our way rejoicing. When the wrongdoers continue to do wrong, we set up a board or commission to put a stop to the wrongdoing. When the board or commission fails to work, we set up another automatic device to make it work, and so on.

Solving the Problem.

But even if we had a complete and smoothly working national system of employment offices we would not have solved the problem of unemployment. Periodical, seasonal, and even weekly and diurnal irregularities in employment would exist. It is immensely more important that we smooth out the irregularities in employment than that we establish employment offices. Prevention is worth a thousand tons of cure.

At first blush it might seem that every industry should be self-supporting, that is, every industry should pay at least a living annual

wage — a wage sufficient to support a worker and his family throughout the year, even though the industry should run for only a few months in the year. This idea sounds attractive but it is impracticable.

If we try to put it into effect the canning industries would be destroyed along with many other useful industries which operate for only a part of the year. It is, however, perfectly practicable to combine seasonal industries and industries having considerable irregularity in employment so as to make employment much more stable than at present. But even when employment is stabilized as far as possible, there will still exist recurrent unemployment.

Better conditions in the dry goods, women's wear and shoe industries, comprising manufacturers, jobbers, wholesalers and retailers, are reported from all over Canada.

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MONTREAL

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More Tobacco
For the Money

Packages
15c.
½ lb. Tins
85c.

The Tobacco with a heart



B SIDE LINES

(By Kennedy Crone).

"RUMMAGE SALES."

CHURCH and other organizations frequently hold what are called "rummage sales"; that is, sales of discarded clothing and other things gifted by those who would rather dispose of them that way than throw them in the garbage pail or sell them for a ten-cent-piece or two to a second-hand dealer.

Now, to some persons a "rummage sale" is an occasion for smart jokes about the rubbish sent in to be sold and the human rubbish who come to buy the rubbish at a bargain. If I could not make better jokes, I think I would go into the undertaking business or some other lively occupation to tickle up my sense of humor.

There is little joke about a "rummage sale," but or she who seeks will find something just as good. For one thing, it seems to me it is a kindly, useful sentiment that prompts people to present their cast-offs to such a sale. It is good community spirit, a stirring of social consciousness. Articles which are no longer suitable in some homes may be blessings in other homes; at least they may permit valuable economy in other homes. A woman's suit the worse for wear may still make an excellent dress for a little girl; an old overcoat may still help to make a warm blanket; there may be enough of a useless carpet to make a fine rug for somebody; baby things no longer needed in one place are still needed by other babies in other places; indeed, many things which have served their day somewhere are still good for another day somewhere else.

Old second-hand things are often of much better material and workmanship than the new things that some purses can stretch to buy. Occasionally men and women have a conceit that interferes with their using of second-hand things. They have a notion that there is something humiliating about it, and no doubt it could be made to appear humiliating. But it is really a false conceit, the humiliation is largely imaginary, and there is no need to go amongst those few extraordinary persons who seem to get some pious pleasure out of the humiliation of their fellow-creatures. Instead of decrying the use of second-hand material, I have come to think that the waste of second-hand material that goes on is shameful. I know a Baby Welfare nurse who has great trouble getting necessary clothing for babies coming under her attention, and I also know that many things that the babies need are being moth-eaten in cupboards or sold as rags for making paper, right in the district where these babies are.

Then as to the human rubbish who buy the rubbish at "rummage sales." There are "mouchers," of course, and

there are thieves, taking advantage of the good intent. (At that, I am not sure that I would care to be zealous about catching a woman thief at a "rummage sale" stealing clothing for her children.) But the greatest crime of many of the visitors to "rummage sales" is that they are poor, a dreadful crime, to be sure, in some eyes, eyes badly in need of an oculist's skill. Many other visitors are quite ordinary "working class" or "middle class" types, trying to save a few dollars, not because they must have them at the moment, but because they are steady, thrifty, forward-looking persons, which is to their credit.

A "rummage sale" to my mind, is a reflection of thoughtfulness and sound common-sense on the part of givers, sellers and buyers. I know some people who don't give to them and would feel happier if they did. I also know some persons who don't buy at them and would feel happier if they did. The jokes and jibes about "rummage sales" are utterly beyond my understanding.

DUKE'S PLAN GONE ASTRAY.

IN the Railroader of April 16, writing of the miners' strike, I made reference to the Dukes of Hamilton who lived in splendor in a palace in a beautiful estate, largely maintained by the royalties from coal dug from beneath the ancestral acres by men who lived in hovels in which the Dukes would not have kept their dogs. I spoke of the old story of the magnificent mausoleum which the tenth Duke of Hamilton had built on the estate to contain the bodies of his ducal predecessors, with a provision for adding his own body to the collection when he died, and his conceit about the sensation there would be when ten Dukes of Hamilton rose together on the Resurrection Morn.

The Scottish correspondent of the Gazette, in the issue of April 23, adds an interesting piece of up-to-date news in the connection. He says:

"It would be easy to preach a homily on the vanity of human designs, taking as a text the application made this week to the Sheriff of Lanark for leave to transfer from the ducal mausoleum at Hamilton the bodies of some sixteen members of the family. The mausoleum, was erected about sixty years ago by the tenth Duke, who consoled himself with reflections on the imposing spectacle that would be presented by ten Dukes of Hamilton rising together on the day of Resurrection. Some members of the family have been lying there for nearly 450 years, but their resting place is threatened by the subsidences due to the working of the minerals further underground. With the exception of Duke William, who is to be buried in the Hamilton estates at

Arran, the bodies are to be transferred to a local cemetery."

The correspondent also says that the palace is now in process of being torn down, also on account of mining subsidences.

A SURPRISING THING.

A SENSE of obligation not to discourage the young folks often takes me to school concerts and other amateur exhibitions which I would probably ignore if their intrinsic merit as entertainment were the only attraction. If I could conveniently go to sleep at some of them without annoying anyone, perhaps I would do so. Like a good hypocrite, I applaud the performers because I would not like the youngsters to think that any part of the audience was dense enough or mean enough to be unappreciative. Should you happen to feel shocked at the hypocrite, please also remember the hypocrites who pretend to enjoy uninteresting programmes purveyed by adults, clapping noisily while they whisper to one another about the spoilt evening, and moving, seconding and carrying votes of thankless thanks.

But if there are lots of disturbing amateur entertainments, where little Cecil with his little fiddle wrecks a Beethoven sonata, and little Mary ties herself in knots in a Grecian dance, and little Bill with frozen face recites the "Charge of the Light Brigade," and little Tessie blithely murders "The Last Rose of Summer" — bless all their hearts just the same! — there are also occasional joyful surprises.

There was a surprise at a concert given by the pupils of the High School for Girls on April 21, in the assembly hall of the school. I had bought a ticket under the usual pressure, with the usual expectation of being dreadfully bored, and the usual determination to conceal the boredom as politely as possible.

The concert was one of the best of its kind I have ever heard, and I have heard many, good, bad and awful. It was in three parts. The first part was given by a choir of 180 girls of between 10 and 14 years of age, the second part by a choir of 220 girls of between 14 and 15 years of age, and the third part by a choir of 230 girls of between 15 and 19 years of age. The increasing skill in singing as the ages mounted was very noticeable, showing the stages of cumulative training.

An old Scottish lullaby, "Hush-a-ba-birdie, Croon" (Alice Bunting) was the charm of part one. "To The Evening Star" (Schumann) and "Ash Piration" (Elgar) were the outstanding features of the second part, which also included a boys' string quartet presenting Boyce's "Suite from Twelve Sonatas." The two-part song, "Shed no Tear" (Bainton), the three-part song, "Oh, Memory" (Leslie), and the two-part song, "The Dance" (Elgar), were the higher beauties of the massed singing in part three. In part three

Miss Frances James gave the only solo, "Like to the Damask Rose" (Elgar), with sweet ingenué air and fine, gifted voice, well trained. It is safe to say that the beautiful effects of hundreds of girlish voices carefully blended in some of the most beautiful music that composer ever put pen to, sometimes carried the thousand listeners out of themselves, so to speak. The cold white-tiled walls of the hall, the unsightly girders of the roof, the prosaic steam pipes, the unpainted circus seats that did duty for a platform, the occasional songster with too much prinking of her hair and too much powder on her face — even these poor accompaniments to fine music melted from the vision and the mind rested in a grandeur of human voices that built dreams of fairied woods and streams, of great emotions and inspirations.

Mr. Arthur E. Egerton, F.R.C.O., presided at the piano with his normal excellence, and the High School Orchestra accompanied four of the features with good finish. The whole concert was under the conductorship of Mr. Duncan McKenzie, M.A., the school music master, who put all the soul of a Highland dreamer into his work and at the same time was quite evidently an intensely practical teacher of technique. The main credit of the entertainment goes, of course, to Mr. McKenzie. It was a surprise to see 600 girls under absolute control, not to speak of the surprising musical merit developed amongst them. So, even if putting the ladies last "isn't done, you know," I say: Here's to the music master and here's to the girls!

ABOUT A HAIR-CUT.

AN Old Country person uses about \$40 worth of space in the Gazette to tell us that a hair-cut costs eight cents in the land of his birth and that his first hair-cut here cost him \$1.40, including the "extras." He is not complaining about the high rates, and, indeed, there seems to be no object in his writing at all. What annoys me in the connection is that he should use up so much space to tell us something that is of no interest to anybody as far as I can see. He reminds me of the miser who used up a dozen penny candles in his hunt for a lost farthing, or of a government department piling up a square foot of expert correspondence in quadruplicate in order to recover a two-cent stamp. Personally, I think that the next time he gets a hair-cut in Canada, the barber ought to charge him about \$38 to even things up a bit.

GET A MARY JANE.

THERE are three kinds of kitchen stoves — the kind with a flaming passion for coal, the kind that is darned if it will warm up to coal, and the kind that makes a middling, kiss-me-but-don't-get-fresh response to coal. I know all three sorts and like the

FINNS IN CANADA

last-named best. The others would put any ordinary home into bankruptcy or cold storage.

The less nickel-plating the better. Much nickel-plating on a kitchen stove is there to fool the sort of female who, when buying something special for the poor prune useful on pay-days, grabs at the fancy box with the near-silk ribbon. Nickel-plating is no guide to temperament or accomplishment. Stoves, like women, are not to be judged by the civilized barbarities plastered on them. An orgy of nickel-plating is reminiscent of a prinked and powdered Priscilla with an ingrown temper, or of an ice cream parlor where the Neapolitan ice cream is made in a Pekinese dump behind the plate-glass mirrors.

When buying a stove, don't buy a Theda Bara. Get a plain Mary Jane.

RAILWAY TROUBLES DUE TO PROFITEERS.

Chicago.

War-time and post-war profiteering chiefly in coal and steel products were held responsible for a large part of the financial difficulties of United States railroads in an exhibit filed by the railway unions before the United States Railroad Labor Board by W. Jett Lauck, economist for the unions.

"A conservative estimate," he said, "of what this profiteering cost the railroads from 1916 to 1919 is \$75,000,000 a year in coal bills, and \$200,000,000 for steel and iron products, including equipment and repairs from locomotive and car companies."

Earnings of seventeen coal companies set forth in the exhibit showed that from an average percentage earning of 7.9 in 1912, the percentage rose to 27.2 in 1917, declining to 17.2 in 1918.

"During the pre-war years 1912-1914, eighteen steel companies had an average net income of \$74,650,000. For the war years 1916-1918 the income of these same corporations averaged approximately \$337,000,000 or almost exactly four and one-half times the pre-war average. These excess war-time profits of at least \$750,000,000 represent a burden of about \$30 upon every United States family.

"The war profits of the seven railroad equipment concerns shown in financial manuals were nearly two and a half times as large as in pre-war years."

SAYS MINERS CAN OPERATE THE MINES.

Glasgow.

Speaking at a National Guild conference in Glasgow, held to promote the idea of self-government in industry, Robert Smillie expressed his confidence that the miners could run the mines successfully without the coal-owners.

Replying to the statement that the workers were unfit to govern, he



LONG LAKE CAMP, NORTH TEMISKAMING, PROV. OF QUE.
WHERE FINNS ARE EMPLOYED AT LUMBERING



GROUP OF FINNISH PEOPLE

Lieut. T.C. WETTON & WIFE

Among the recent interesting immigrants who have been coming to Canada from Europe there arrived a party of Finlanders, in care of Lieut. T. C. Wetton, F.R.G.S., F.R.C.I., of the Devonshire Regiment, Imperial Army, who had previously served as our Allies in the "Finnish Legion," in North Russia. These Finlanders with many of their compatriots had been driven out of Finland into North Russia when the Germans invaded their country. The "Finnish Legion" was formed from among these exiled Finns and rendered good service to the British force. The Legion was commanded by Lieut.-Col. R. B. J. Burton, O.B.E., of Toronto, formerly of the 8th Canadian (Winnipeg) Regiment. After the Armistice most of the Legionaries were repatriated to Finland, but some Legion Details, including several refugee Finnish women and children, were left in charge of Lieut. Wetton who was one of the last to leave North Russia at the Allies Evacuation of that country. His chief Finnish officer under him was Oskari Tokoi, previously the first Prime Minister of Finland after the Russian Revolution. Later Lieut. Wetton was sent to Helsingfors, Finland, where the repatriation of the Legionaries was being carried out. Having suggested strongly to the British War Office that the remaining Legionaries who were not repatriated to Finland should be given an opportunity to settle in Canada, Lieut. Wetton was placed in charge of these Finns on

their arrival in England last spring. Arrangements were eventually made for the Finns to come to Canada to work in the lumber camps, and Lieut. Wetton brought them over and took his party through to North Temiskaming and got them satisfactorily placed at work in the bush. As he predicted, these Finns who rendered good work to the British in North Russia, and underwent several months' military training and discipline out there and are accustomed to work on the farm and in the woods in their own country, are now rapidly settling down well to their new conditions, are giving satisfaction in their work and give promise of developing into good settlers. Some of them are hoping later on to take up farming work. Most of them are single men, strong hardy types of vigorous manhood inured to the extremes of climate and accustomed to hard work. They are a very good type of settler. Some of them can speak very good English, others in addition to their native tongue can converse in Russian and in Swedish, whilst one of the men can speak fluently in Finnish, English, Russian, Swedish, Norwegian and is now learning French.

Lieut. Wetton has had a varied career, having served twice as a volunteer in the South African War, and later writing two books on his campaign experiences. Afterwards immigrating to Canada from the "Old Country" he spent a few years on the staff of the Manitoba Free Press and as their special travelling correspondent he contributed to that

paper many articles dealing with the development of the growing western towns. He also undertook some lecture and immigration propaganda trips in the "Old Country." While in England on the last of these trips at the outbreak of the war, he immediately joined the "2nd. King Edward's Horse" (1st. Canadian Cavalry Brigade) as a trooper, and saw considerable active service in France and Belgium. Twice wounded and recommended for a Commission, he was gazetted to the Devonshire Regiment, and early in 1919 joined the "Finnish Legion" in North Russia. Most of his time out there he was on outpost duty with his Finns, oftentimes alone with them, and thereby learned their language. There he met Miss Aini Kauppinen of Rovaniemi, North Finland, who had travelled hundreds of miles alone to join her two brothers in the Legion. On learning her history—she had been wounded and imprisoned in the cause of her country—Lieut. Wetton saw that she was well cared for. Friendship between them grew apace and later matured into love. After overcoming many obstacles, Lieut. Wetton subsequently succeeded in getting Miss Kauppinen safely to England where their thrilling romance was climaxed by their marriage last June. Mr. Oskari Tokoi being the bridegroom's best man, whilst the Finnish Legionaries formed a fitting "Guard of Honor" at the church. After their arrival in Canada Lieut. and Mrs. Wetton stayed for a while in the bush, officially connected with the Finns.

declared that democracy was sufficiently intelligent and honest to guide the affairs of state if it got the chance.

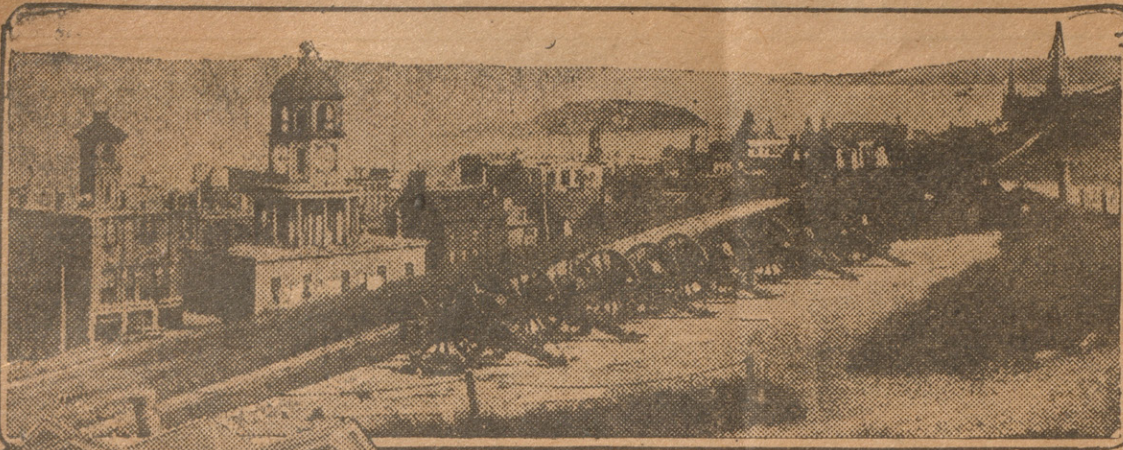
Certainly it could not do worse than the fellows who were in charge at present.

If it were true that the industry

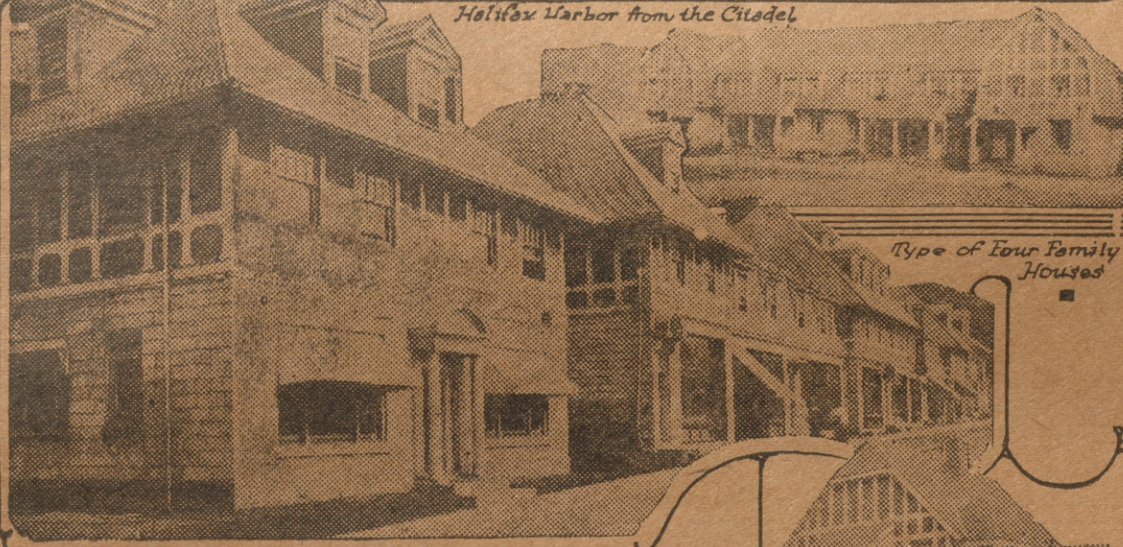
could not at present be carried on without reducing wages or increasing prices, it was because it had not been carried on as it ought to have been under private ownership, and they would gladly take the mines over and run the risk of having to reduce wages.

If the mines were handed over tomorrow to the mine workers, manual and technical, they could carry them on successfully supposing every mine owner in Great Britain were to go over to Timbuctoo and remain there.

HOW HALIFAX SOLVED ITS GREAT HOUSING PROBLEM



Halifax Harbor from the Citadel



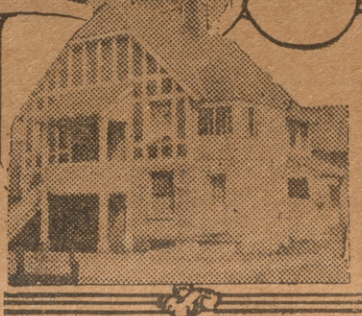
Type of Four Family Houses

New Commission Building and Stores

Three years ago Halifax, "Canada's Nova Scotian Gateway," was dealt the most devastating blow suffered by any city outside the war zone when the "Imo" rammed the French munition ship "Mont Blanc," killed 2,000 people and wrecked an area of two square miles. To-day Halifax is a bigger, better and more beautiful city than it was before the TNT blast because its great housing problem has been solved successfully and because the new is even better than the old. As a wounded war veteran Halifax received a bonus of about \$20,000,000 from Canada, Great Britain and the United States for relief work and a commission with full power to deal with the subject was appointed. Fully 5,000 people were comfortably housed in temporary barracks resembling a

war-time camp, 8,000 homes were repaired and 1,000 homes accommodating 6,000 people have been built by the commission which has practically finished its titanic task. In one new group of 322 dwellings built of hydro-stone, or concrete blocks, there are 37 buildings containing four dwellings each and the remainder contain from two to six families. Each row faces a park and in the rear is a service lane. Each building has all modern improvements and is exceedingly attractive.

Halifax is the chief city of Nova Scotia, the "Land of Evangeline," and has one of the finest as well as one of the most beautiful harbors in the world. Overlooking the city is the old Citadel with its stone walls, moats, dungeons and frowning can-



New Hydro-Stone House

non. All manner of water sports are on its summer program and there is strong rivalry between the racing fishermen of Nova Scotia and New England whose forebears have followed the sea for generations. Not far from Halifax is the Annapolis Valley, famous because of its wonderful apple-blossom time and because it was the home of the Acadians, whose expulsion in 1755 furnished the theme of Longfellow's "Evangeline."

FIRST AIR STATIONMASTER.

Britain's wonderful air port at Croydon, near London, is likely to be such a busy place next spring that an air stationmaster has been appointed. He is Major S. T. L. Greer, a pilot with a wide experience of military and civil flying.

His duty will be to give safe landing orders to all incoming machines, and thus avoid collisions on the aerodrome. From his office, a large control tower perched on four legs high above the other buildings, he will command a complete view of all that happens on the landing ground.

By wireless he will be able to instruct an aerobus, on its way from Lympne after crossing the Channel from Paris, either to increase or slacken speed so that it does not interfere with the arrival from Amsterdam; and "joy-riders" dallying on the aerodrome must be bustled

in order to insure clear landing space.

At night the air terminus will look like the entrance to some enchanted land.

Lighthouse for Pilots.

From his office Major Greer will direct incoming traffic with rockets and Very lights. Far away over the Surrey hills he will see a green light rise high into the sky — a night traveller on the airway seeking permission to land at Croydon. The answer will be flashed back by light signals—green if it is safe for the oncoming pilot to land, and white if the Controller wishes him to keep away for a time.

So, bit by bit, our international air terminus is becoming one of the most marvellous and fascinating places in the world.

It is all so matter of fact, this first air post in the world, also full of wonders locked up in innocent

little houses beside the mighty hangers, that it is only when you get behind the scenes that you realize its astounding features.

A lighthouse, to guide pilots, lights up and goes out automatically, its 72,000 candle-power beam visible from the air for about thirty miles. Three powerful searchlights help with the night-flying operations. Near by is a rocket apparatus for signalling.

The old flares that used to indicate to night pilots the direction of the air currents (since a machine always lands head to wind) have been replaced by an ingenious landing light in the shape of a huge capital L.

It is let into the ground, the electric bulbs being covered with thick glass safe for an aeroplane to land upon. The upright arm of the L faces the direction in which the wind blows.

A REORGANIZATION OF INDUSTRY.

(By the Leeds Correspondent to the Manchester Guardian).

Leeds, England, has lately come into some prominence through a novel plan of dealing with unemployment that has been thrown out by the lord mayor. So far his scheme is merely in the early stages of discussion, and one is skeptical as to its fate.

But if it comes to nothing it will have served one purpose — it has brought employers' and workpeople's representatives in Leeds together to consider the conditions and causes of unemployment in particular trades.

Unemployment is fairly acute in Leeds, and three weeks ago the lord mayor convened a representative meeting at which he appealed for co-operation, explained his ideas of industrial maintenance, and secured the setting up of joint committees for each trade.

Seven of these met last Friday and their interim reports will (in most cases) be ready by the end of the month.

The Unemployment Position.

The aim of these committees is to discuss the unemployment position in the industries and what can be done to relieve it. They have also before them as a possible constructive programme the lord mayor's scheme.

One can only indicate the lines of his proposals vaguely because they are yet insufficiently worked out.

The lord mayor, Mr. Braithwaite, is no doctrinaire economist.

He is a Conservative in politics, and a successful business man with large interests as a contractor, quarry-owner, brickmaker and company director (he is chairman of the Lever Company of Mac Fisheries).

A fully elaborated scheme is hardly to be expected of him. His idea, as he put it to me this afternoon, is that a new atmosphere is needed in industrial relations if the unemployment problem is to be solved and a reconciliation affected between capital and labor.

Spirit of Co-operation.

This atmosphere will be produced, he argues, by an extension of the spirit of co-operation which lies behind the Whitley Industrial Councils.

But their functions must be increased and they must become the machinery for a new organization of industry.

Each industry, through its joint committee, will fix the selling price of its goods.

All processes of manufacture and marketing are to be thoroughly costed, and the various percentages got out that should be allowed for labor, materials, distribution, executive, running and overhead charges, manufacturers' profit, retailers' margin of gross profit, and percentage of cost to have goods retailed.

THE U. S. SECRETARY OF LABOR.

The member of President Harding's new Cabinet who is the centre of more assorted difficulties than any other is probably James John Davis, the new Secretary of Labor. "I have inherited ten or twelve controversies — big controversies, too," he mentioned to an interviewer who was permitted to share an office luncheon in the middle of the Secretary's day.

"The idea is (it is the President's idea) to get to 'em before they burst into trouble instead of after. Say, it's like the Secretary of War taking office one day and finding a declaration of war on his hands the next."

Very interesting to the country at large, but most interesting to the associations of manufacturers and workmen who are preparing for new adjustments is the new Secretary's attitude on wages and labor.

The interviewer from the Chicago Tribune, quoted above, points out that Mr. Davis, although to-day reputed to be worth \$2,000,000, was a "master puddler" at the age of sixteen years. "My father was a puddler, too, and so was his father, in iron," added the Secretary, and gave this general resume of his view on the wage and labor question:

Education and Trade.

"If we can give every child in America at least a high-school education and a trade our troubles will be over. For with the trade he'll have something to do, and with the education he can reason out the problems of his life, as well as be ready for the chance to rise above his trade if he is mentally capable of something higher.

"I know that if a man does not get fair wages and works too long hours he's not going to become a good citizen.

"Decent wages, decent hours, make good citizenship. That's my slogan. To realize them for myself and others—that's been my life."

P. R. WOULD END GERRY-MANDERING.

Ottawa.

Ronald Hooper, secretary of the proportional representation society of Canada, before the house committee on proportional representation dealt with gerrymandering under the single constituency system. Mr. Hooper claimed that under P. R., gerrymandering would be impossible and that a truer representation of the public would be secured for Parliament.

John Harold (Brant) said that P. R. might result in the elimination of some of the political parties, as was once the case in Germany. This possibility was one of the objection to the system.

Levi Thomson (Qu'Appelle) suggested trying P. R. in a selected group of constituencies as an experiment. This was agreed to by Mr. Hooper, who said that the expense of training sufficient returning officers for the whole Dominion would be large.

Linen Industry in Canada



Dominion Linens, Ltd., Mangling and Ironing Department, showing Callanders, Hydraulic Mangles, Folding and Measuring Machines. Total floor space about half acre.

The linen industry was initiated in Canada in 1902 by Mr. William Berny, now Vice-President of the Dominion Linens Limited, Guelph, Ontario. Previous to this time, however, there had been several attempts at linen manufacture, and mills established in different parts of Canada, but all had resulted in failure. From the earliest period of human history till almost the close of the eighteenth century, linen manufacture was one of the most extensive and widely disseminated of the domestic industries of European countries. It was most largely developed in Russia, Austria, Germany, Holland, Belgium, Northern France, certain parts of England, the North of Ireland and throughout Scotland. In the latter part of the eighteenth century the invention of cotton spinning machinery gave the linen weaving industry a fatal blow. Domestic spinning and weaving began to shrink and with it hand loom weaving.

In 1815, at Darlington, England, a machine was invented, which after many improvements and modifications has become the perfect system of machinery with which at the

present day linen spinning mills are furnished. The discovery of a process for the mechanical spinning of linen yarn for weaving into cloth by power loom was much slower than in the corresponding case of cotton.

There are two branches in the modern manufacture, spinning and weaving, to which may be added bleaching and various finishing processes. The flax fibre is received in bundles from the scutch mills and after having been classed into various grades according to the quality of the material, is labelled and placed in store ready for the flax mill.

When the manufacture of linen in Canada was successfully started, the idea was to purchase yarns from the Continental and Irish spinning mills, who were being supplied with Russian flax, at a price much below that for which flax could be grown in Canada. As most of the linen manufacturers in Ireland were weavers only, buying their yarns from spinners, it was thought quite possible and feasible that the same method could be employed with success in Canada, and prior to the war, the linen business depended entirely

on these imported yarns to keep their plants in operation.

In the year 1918, it is estimated that Russia produced about 400,000 tons of flax, and other European countries, including Great Britain and Ireland, 100,000 tons.

With the complete collapse of Russia in 1918, it became evident that if the linen business was to be continued in Canada, it would be necessary to establish a spinning plant here, to spin the Canadian grown flax, which with the improved methods of cultivation, were proven equal to or better than the Russian flax, on which the industry had relied previous to the war. A modern flax spinning plant, which would complete the chain of linen manufacturers and make the business a purely Canadian one has been installed at Guelph and is now in full running order. This plant has been equipped with the latest modern dry and wet spinning systems. To secure the highest quality of linen yarns, workers were brought from Belgium, via the C.P.R., who were experienced in water retting flax, similar to the finest Flemish and Belgian flax which are used for producing the highest grade linens.

Mr. Harold suggested that the voters' choice should be limited to two candidates. Mr. Hooper replied that the elector should have as many choices as there were candidates in his constituency.

To the Editor of the Canadian Railroader:

April 19th, 1921.

Some time ago I had the pleasure to call on you at your office, and since then have had that of reading the article on Immigration in the Canadian Railroader of March 19. It is very interesting and the common-sense of it should appeal to everybody. I hope it has been read and will be by many more. I have passed my copy along to friends. I told you at the time that I had

done a certain amount of writing on the subject of "Water Transportation." I am taking the pleasure of sending you, under separate cover, some of the said articles which I trust you will find interesting reading.

Yours truly,
J. N. CANTIN.

St. Joseph, Huron County, Ont.



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